

**WORK SESSION
OF THE BRIGHAM CITY COUNCIL
TO DISCUSS WEST FOREST CORRIDOR
MAY 18, 2006
5:30 P.M.**

PRESENT:	Lou Ann Christensen	Mayor
	Holly Bell	Councilmember
	Alden Farr	Councilmember
	Reese Jensen	Councilmember
ALSO PRESENT:	Mary Kate Christensen	City Recorder
	Bruce Leonard	City Administrator
EXCUSED:	Jon Adams	Councilmember
	Steve Hill	Councilmember

Mayor Christensen called the meeting to order and excused Councilmember Adams and Councilmember Hill who were out of town.

Mr. Larsen recommended this West Forest Corridor Plan follow the General Plan process. He suggested public hearings be held with the Planning Commission, the Planning Commission would then make recommendations to the City Council, the City Council would hold a public hearing, and then adopt the final results as part of the General Plan. From then forward, it would be part of the City's General Plan.

Mr. Larsen introduced Tom Jensen, Architect; Mike Wright with Sierra; and Terral Budge with Design Workshop.

Mr. Budge explained that this has been a collaborative effort between the citizens and property owners that have property and an interest along Forest Street, Brigham City itself, and their design team. He said West Forest is a beautiful street from both directions. When going to the east, there is the impressive mountain backdrop, and going to the west there is the Bird Refuge and the new Visitor's Center.

They met in a public workshop and asked what their vision of the area should be. They broke it up into four objectives: community issues, such as social and cultural; environmental, making sure there is no harm to the environment as well as making it more sustainable; economics; art, or the aesthetics of a place, the character of it, how it feels. They took input on each of those categories from the citizens that participated.

Mr. Budge indicated on a diagram three areas in the West Forest Area. One is next to the freeway. They call this a gateway retail neighborhood. This could contain multiples uses, such as a museum and/or a welcome center. In this area they want to avoid a sprawling retail center. It should be more like a neighborhood.

The next neighborhood is next to the crossroads, or the "S" curve on West Forest. This would be more of a research and development office neighborhood. It would not exclude other neighborhoods, but would be predominantly those types of uses.

Further east towards the Depot should be more community oriented. There should be transit-related retail opportunities and higher density housing, for people who want to live in Brigham City and commute to the Ogden or Salt Lake City areas. They call this the urban village core.

In another area, they are recommending retail and hotel type uses that start to create a street parallel to Forest Street.

East of the old landfill, they are recommending an RV park. This is not only to create an RV park, but also to get people off the freeway to spur the economic engine.

The next "village" would be a light industrial, such as high tech and office, and research area. Further east, there would more industrial issues.

Mr. Budge said they also put together some fundamental principles for design guidelines. Building heights and setbacks should be uniform and spaciouly defined from the street. Building heights can vary a little, but there should be a certain uniformity to it. Setbacks should be close to the street so there is clear definition of the street.

Architecture should preserve and strengthen the character of the existing town and its neighbors. Downtown Brigham City should not be copied, but it should be a place that is compatible – a place that fits the character of Brigham City, not a replication. Developers and designers should be free to explore new ideas, forms and materials. One of the reasons to do design guidelines is because the first people that invest in Forest Street want to have assurance that the next developers will be compatible with the character, the level of quality, and they are going to enhance the value rather than detract from the value.

Landscaping should create public places where people can interact, such as plazas and other public spaces that are functional, yet flexible to accommodate large scale and small scale uses. Landscaping should be compatible with the environment and the arid desert condition of the area. To reduce light pollution, glare and energy waste, they recommended light be directed downward.

Ms. Beulah Petersen from the audience asked how much control property owners will have over their private property. Mr. Larsen explained that the property is under the current General Plan that designates the property as light manufacturing. This Plan refines it, changes it slightly, but he felt the property owners will have all the control under this Plan as they currently do. They have every right to buy and sell the same as they do now. Councilmember Jensen added that the City has never had any intention of exercising imminent domain or forcing property owners to sell. It should enhance the value of their property.

Mayor Christensen said there cannot be just business and light industry without having the retail to complement it. There needs to be some place for employees to go to lunch. There has to be an environment where people want to come to work and be part of the community. Mr. Larsen added that there will always be a place for large manufacturing operations, but he did not feel that West Forest Street is the place for that. There is the Northwest Project Area and other areas that are better suited. He felt that Forest Street lends itself to the smaller type, mixed use.

John Gardner with Gardner Development stated from the audience that he has worked with Design Workshop in the past, and they agree that this Plan is heading in the right direction. They are developing the first commuter rail stop in Woods Cross City. It is about 20 acres, and they are required to have upwards of 750 parking stalls. He did not see anything in this Plan for parking. Mr. Larsen replied that the parking will likely be on the east side of the tracks. This Plan is for the west side of the tracks.

Councilmember Farr felt 1100 South would be better for a commuter rail station rather than West Forest. This would be more practical for Cache Valley buses and closer to the freeway. If 300 North is not closed, 1100 South would work. Mr. Larsen felt West Forest is the best place for the rail station because traffic will come from the Tremonton and Logan Areas. Another reason is because the separation of the tracks from any road infrastructure is pretty considerable on 1100 South. There would be a lot of infrastructure in-fill to reach the rails for a station. The infrastructure is already in place on Forest Street and it is central to the business community and the residential community in Brigham City. In addition, there are very limited accesses on 1100 South.

Councilmember Farr asked if 300 North is not closed so the railroad switching can be moved from Forest Street further north, how that will impact this Plan. Mr. Budge replied that it will affect the things closer to the railroad. Things closer to the freeway will not be affected as much. He added that as things develop near the railroad, the City's argument will get better and better as to why the switching needs to be changed.

The meeting adjourned at 6:53 p.m.